THE LONG ISLAND RAILROAD HORROR.

Scene of the Late Terrible Disaster.

THE DEAD AND WOUNDED.

ALLEGED CAUSES OF THE CATASTROPHE.

The Broken Rail and the Rotten Ties.

Willow station, the scene of the late terrible itsaster on the Long Island Railroad, is a small amlet a short distance from the village of Jamaica. t is exceedingly unpicturesque, being in a level, eak and marshy district of country. The railroad elevated above it by an embankment which t the point where the catastrophe occurred is bont ten feet in height. The stunted trees and ragged-looking bushes which rise from the low marshy land on either side contribute to the general ar of desolation and forlornness which pervades eet the view depress the beholder and weary the eye with their painful monotony. The place and its surroundings seem strangely adapted to and in cononance with the mournful event that has cast its dark shadow upon those who mourn the dead or

watch the dying. ecurred about one hundred and fifty yards west of the tollgate, on the Jamaica plank road, which in this vicinity runs nearly parallel with the railroad. on the north side of the turnpike is a small house occupied by the toligate keeper. A little to the east f this, on the other side of the road, is the house of a Mr. Gillespie, where Mr. Emil Magnus, his wife and son, are being cared for by the family. Mrs. Magnus, it will be recollected, had her leg broken in four places and received severe contusions about the head and ms and the little boy's collar bone and arm were broken. Both are doing as well as can be expected. Mr. Magnus received some slight wounds about the head and will, undoubtedly, recover. Nearly opposite and to the south of Mr. Gillespie's house is setone bridge over which the locomosed before its fatal course was by the engineer. The railroad here runk nearly east and west, and it is to the west of this bridge and about the same distance from it as Mr. Gillespie house that the hind car was thrown from the track by the breaking of the north rail. The wooden sleepers from this point to the bridge bear the deep imprint of the truck wheels and portions of their outer edges have been torn off, showing how tremendous must have been the concussion and obsession.

tremendous must believe been the concussion and abrasion.

THE BROKEN RAC AND SHATTERED CAR have been removed by he railroad authorities and the traces of the terrible calamity, as far as possible, sedulously concealed. But some of the indications of the bloody disastr are still to be discovered in the dark stains upon the steepers and the shreds of what have once been human garments, torn bits of muslin, lace or cloth, mue tokens of the terrible throes of dreadful agony am horrid death. Broken glass, portions of car seats, syeds of railway cushion coverings, the piece of a portmanteau, fragments of semi-pulverized wood all tell of the hideous catastrophe and is unkappy vigunis.

WORKMEN ARE BUSHIN MENOYED in mending the road in the vicinity, and, to judge from the appearance of many of the rails, which are old and fractured along the oner edge with rust and use, it is greatly in need of it. A new rail has replaced the broken one, portions of which are in the possession of the Coroner's juy, and a large piece in the possession of Mr. Barton Superintendent of the road.

THE DEAD

piece in the possession of Mr. Barton Superintendent of the road.

THE DEAD

are at Jamaica, in charge of the undertheer, Mr. J

E. Everett. The boxes in which they be rest on tresties in a small room in a long, low wooden tenement, which is the undertaker's shop, thir poor, mutiated faces and mangied bodies coveled and wrapped in white sheets. The faces of the dad are ghastly in the extreme.

The features of Mr. Rushmore are not so distorted as one might suppose from the dreadful tortures he must have suffered, for his mangied body was found on the track rolled up like a bail, but his face is seamed and livid with ghastly wounds.

Mrs. P. B. Fray, the sister-in-law of Mr. Rushmore, hes next to him. Her features are more composed and natural looking, but a white cloth only partially conceals the fact that the skull from above the eyelrows is wanting, having been crushed in.

The face of Dr. O. M. Pray, son of Ars. Pray, is a mass of indeous wounds. The lower poylon of the bodies are dreadfully mangled and crushed, almost out of all semblance of humanny. Mr. Yushmore was President of the Atlantic Bank of Broolyin, and Dr. O. M. Pray was a promising young physician who had just returned from Paris.

The wounded.

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THE WOUNDED.

Mr. Emil Magnus, his wife and son, have een already spoken of. At the house of Mr. Dawel H. Carpenter, at Willow station, are Mr. a.d Mrs. Harvey B. Adams, the parents of the dead in fant. Mrs. Adams is in a very critical condition, having received severe injuries on the head and hip. Mr. Adams has also received dangerous wounds in the head and groin. Both are in a dangerous condition. Mr. Van Goesbeck is lying in a critical state at Remsen's Hotel, Jamaica. He sustained severe wounds and containsons on the head and fits body was badly bruised. His brother is with him. The other wounded persons have been taken to their respective homes.

VARIOUS CAUSES

was badly bruised. His brother is with him. The other wounded persons have been taken to their respective homes.

ARHOUS CAUSES

are alleged for the catastrophe. We quote the following statement from a contemporary:—

We learn from Mr. O'bonnell, editor of the Jamaica Sendard and foreman of the inquest on the victims, that the jury last evening closely examined over a mile of the track of the Long Island fashivad on both sides of the place of the fatal occurrence. They also looked at the broken rail and carried off the broken fragments, which eighteen which had allowed the railroad to be in such a condition. The Sandord, quoted the railroad to be in such a condition. The Sandord, quoted eigewhere, states that splices were pulsed out by hand by the jurymen, so rotten were some of the ties and stretchers. The rail is about twenty feet long. Five feet of it are to fragments, in possession of the jury. The remain cler, which lay in its place yesterday, has a clear, fresh appearance at the fracture. The New York reporters, deeming this the first and only fracture, report that it was a good rail, which broke by unpreventable accident. Mr. O'Donnell, however, states the case thus.—Where the now broken rail joined the one next it the "cradie" has an oid fracture in it. A corner of the rail is missing, the control of the property of the rail of the track year of the rail of the track year of the rail at the crade in the rail canned the rail of give some way farther on. The wheel of the truck yeaterlay, striking the corner fracture, broke off the rail at the crack just beyond. Then it struck against that fracture, and snapped the rail again in a fresh place just beyond. Then it struck against that fracture and snapped off the rail once more. Thus there are three fragments of rail, besides the one which still lay in the track yeaterlay. There is one piece with a fresh fracture and one fracture old for three parts of the rail within and even only at the small portion of it worth mapped to dead a nortion new at one cod, and

ing in New Haven. Conn. His neck, back and face are bruised and cut from fying sphinters, but otherwise he is uninjured. He was out on his way to prospect for a land investment. Mr. Spencer, who went home via, the Boston express train yesterday, is a very intelligent gentleman, and gives the most interesting and detailed narative of the catastrophe and incidents yet published. He says substantially:—"I had never before been on this Long Island Railrond, so most of my time was occupied in looking out the window to examine the scenery. Near by where I sat, I think about three seats in front and near the middle of the car, was a fine looking, portly gentleman, who I alterwards saw dead and am now aware was Mr. W. C. Rushmore, He sat by a lady and was engaged in reading some law papers. I sat about the middle of the car, when we arrived at Jamaica station, I walked up and down the platform to see what I could of the village. I asked the brakeman, who was a large stout man, the same I afterwards saw dead laying under the truck, "How long we would wait there?" he answered, "I guess not long; we are five minutes belind time." This remark made me uneasy after the train had started, because I had before heard much about former accidents on this road and about it not being in good condition. The train seemed to be going at a very high rate of speed, and the remark of the brakeman made me think that the engineer was making up for lost time. The car joiled very roughly, which led me to think that the track smearing up for lost time. The car joiled very roughly, which led me to think that the track speed; but I did not expect any accident. I guess it must have been about three minutes after we started when all at once there was a bang, bang kind of a noise up at the front end of the car, wineb jumped up and down and twisted and strained from side to side as though it was of the track. Then there was an awful learing sound, and the front truck seemed turned on its side and the wheels came ripping through the floor, scraping

fragments. Then the trock came grinding and splintering the floor until it reached the middle of the car, where it seemed stopped by some stronger woodwork. First of all the indy who was talking with Mr. Rushmer ell down on the wheels and was hurled over and over. She came up twice. I think she was kided outright, Mr. Rushmore first was caught byhis legs when the truck stopped a minute in the midle of the car; he was wedged in. I can never icret how he looked. There was a splinter jammed it his cheek close to the eye, but I could see hat he was moving his lips. There was too much loise to hear anything except shrieks and groans; but he threw up one hand and turned up his eyes, and I could see he was praying. I only heard one word; it was "jesus," The next second the truck cressed him down—the car got loose—thousands of splinters flew all over me like nedles sticking in me. There was a numbness in my sead, and I knew no more until I was pulled ou from under the wreck. Near me was a baby, which I thought was only asleep, as it did not look burt any—only dirty from the dust. When I held onto the top of the car there were two others—one mas holding a woman up by the walst. I looked at the track ties and the broken rail, and I do not think that the condition of these caused the calamity. M. Barton, the Superintendent, and all his men acted like gentleme. I am satisfied that they were not to blame, unless the engineer was going too fast, and of that I cannot tell.

In view of the recent disaster the foll-wing seems like a piece of bitter irony:—

Resolved, That we winess with lively satisfaction the improvement and increased accommodation and forded be the traveling public on the Long Island Railroad, and thawhile other roads seem to be increasing their rates and reacing their accommodations the Long Island is wisely revising that policy.

their accommodations the Long Island is wisely revealing that policy.

Resolved, That it is the opinion of this meeting that the Long Island Railroad will compare favorably with anyther in our State for efficiency, safety, promptness and regularity in the running of trains.

Resolved, That we criend to the president and effectors our hearty thanks for the energy and efficiency of their olicy, and the forethought and care which they have manifeted for the effort and convenience of the passengers.

Resolved, That we can now with pleasure extend an isitation to our city friends looking for "country homes" tohe villages on the line of the Long Island Railroad, and clim that none more agreeable or healthy can be found or so easy of access.

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THE FUNERAL SERVICES.

Services over the bodies of Mrs. Mattlida R. Pray. William C. Rushmore and Dr. O. M. Pray will tale place at the Washington street Methodist Episcopi church, in Washington street, near Tillary, at one o'clock to-day, and as the deceased were widely known in Brooking the funeral will no doubt be one of the largest and most imposing which has taken place in many years. The King County Medical Society met at four o'clock yester day afternoon, at the rooms of the Board of Health in the County Court House, and resolved to attend the funeral of the deceased. Resolutions of condolence for the relatives of Dr. Pray, whom the society have always held in high esteem, were passed.

passed.
At a meeting of the Directors of the Atlantic National Bank held yesterday.
Mr. Samuel Smith announced in appropriate language the sad and sudden death of wm. C. Rushmore, the President of this bank; also the death of his sister-in-law, Mrs. Pray, and nephew, Dr. O. M. Pray, by an accident on the Long Island Railroad yesterday.

ceased.
Resolved, That this board sympathize with Mr. John W.
Pray, who has been an employe of the bank for thirty-six
years, in the sudden death of his excellent wife at the same
accident at which Mr. Rushmore was killed; and the directors also sympathize with the young wife and infant child of
Dr. Oestes M. Fray, nephew of Mr. Rushmore, at the time or. Oceans N. Pray, nephew of Mr. Rushmore, at the in f the same sad casualty. Resolved, That the directors attend the fugeral of the eased is a body.

BROOKLYN CITY.

THE COURTS.

SUPREME COURT-CIRCUIT.

This courthas adjourned for the term. The next

What Costitutes Malicious Mischief.

What Custitutes Malicious Mischief.

Before Judge Gilbert.

In re John L Vanderveer.—On Wednesday last
the defendant was adjudged guilty of malicious mischief by Justice Cornwell, of Brooklyn, and fined
fifty dollars or uand committed to the Penitentiary for fifty days. A writ of certiforart
was sued out and the case was argued
fully. It appeared that the prisoner was
depring a track on the Bridge steen four best that driving a truck on the Bridge street ferry boat; that one Johnson was at the same time driving a truck one Johnson was at the same time driving a truck with two mules; that while leaving the boat the defendant's truck collided with Johnson's truck and his mules went overboard. The defendant was thereupon arrested and brought before Justice Cornwell, who decided as above. Counsel for the defendant argued that to constitute malicious mischief it must appear that the defendant had seretly, wantonly and maliciously destroyed the property of another, and that the rourn did not show such facts, and cited n support of his views The People vs. Moody, 5 Denio, 277; 5 Parker's Criminal Rep., 588; 24 Howard, 350: 19 Wendell, 419, and 5 Cowen, 258. After hearing opposing counsel the Court reversed the conviction, and revoked and annuited the fine ant discharged the defendant.

For defendant, A. H. Reaney; for plaintiff, S. D.

CRIME_During the past week 366 persons have been arreved in Brooklyn for various offences. COMMITTO ON A CHARGE OF BURGLARY .- Martin

Gavigan wa taken before Judge Cornwell Justerday on a chrge of having burgiariously entered the carpenter top of Erra Woodruf, in Hudson avenue, a few ughts since. The accused waived examination anowas held to await the action of the Grand Jury. Grand Jury.

ALLEGED FALSE PATENCES .- Yesterday William B. Smith caused the arest of Thomas McKenzie on a charge of false pretence. The accused, as alleged, obtained the sum of twesty-one dollars from the complainant and gave him forged note for \$325 for security. The Justice compatted him to await the action of the Grand Jury.

ROBBERY OF A HORSE AND WAGON .- A horse and vagon, valued at \$300, were stoen from the stable of wagon, valued at \$300, were storn from the stable of Carson Schiefer, on the Hunterly road, on Friday night. Yesterday Frederick Smile, a colored man, was arrested on a charge of having committed the robbery. The accused was taken belry Judge Corn-well yesterday and committed for examation. A Chorling Stone Robber of August bothe, 16445 Graham avenue, E. D., was entered by burgers at an early hour yesterday, morning, and robbers.

oralization of the stock was not very valuable, but it was all that the unfortunate Bote possessed of this world's goods. The tileves left in a bottle of whiskey as a sop of consolation.

ROUGH TREATMENT OF A WILLIAMSBURGER TO NEW YORK. -- John Gray, a liquor dealer, doing bus, ness at 206 First street, Williamsburg, was terribi ness at 200 runs street, windamsburg, was terribly cut and beaten while visiting a Bowery saloon (80, 35) on Friday night. Gray reached his home yester-day afternoon, with the assistance of the police, and is now under sargical treatment. His throat is badly gashed, but the wounds are not of a danger-ous character.

FIRE IN NASSAU STREET.

Shortly after eight o'clock last night fire was discovered on the upper floor of the six story brown stone building, Nos. 9 and 11 Nassau street, known as the banking establishment of Messrs. Duncan, as the banking establishment of Messrs. Duncan, Sherman & Co. The firemen were quickly at the scene and soon extinguished the flames, but not until a large quantity of notes in preparation of finishing at the hands of the National Bank Note Company, in whose rooms the fire organized, was damaged to quite a large amount. The building was damaged about \$500, but is not listired. The cause of the fire could not be ascertained, but it is supposed to have been an accidental one.

Last night, about half-past ten, James Gleason of the Keystone Hotel, at the corner of Chrystic and of the Keystone Hotel, at the corner of Chryste and Broome streets, became involved in a serious alter-cation with an unknown man, when he was as-saulted by him in a serious manner, his head being terribly cut by tumblers. Gleason as soon as pos-sible made his way to the Tenth precinct station house, where he was attended to, and subsequently removed to Bellevue Hospital. Use assailant was not arrested.

Fires in the Prinsylvania Woods,—A Scranton paper says:—"Scranton is nearly surrounded with fires in the woods, and if the dry weather continues much longer we shall be shut in on all sides. In the north, in the east, in the southeast and in the south bright fires are burning on the mountains, and in the southwest there was a reflection in the say as of another large fire bugges, the mountain in that directions.

EUROPEAN MARKETS.

London Money Market.—London, April 24—1
P. M.—Consols closed at 93% for money, and 93%
for the account. United States five-twenty bonds
are quiet at 80%. Stocks steady; Eries, 22%; Illinois
Centrals, 98%; Atlantic and Great Western, 25%.
Paris Boursee.—Paris, April 24.—Bourse firmer;
rentes, 71f. 35c.
Liverpool. Cotton Market.—Liverpool., April
24.—Cotton closes dull and unchanged; the sales of
the day have been 8,000 bales.
HAVIR COTTON MARKET.—HAVRE, April 24—Evening.—The cotton market closed quiet for both stock
on the spot and afloat.
Liverpool. Beadstuffs are quiet and unchanged.
Liverpool. Produce Market.—Liverpool.,
April 24.—Breadstuffs are quiet and unchanged.
Liverpool. Produce Market.—Liverpool.,
April 24.—Beef, 90s. per bol. for extra prime mess.
Liverpool. Produce Market.—Liverpool., April
24.—Libseed oil. 231 10s. per ton.
Petroleum closed dull, but prices are unchanged.

TELEGRAPHIC NEWS ITEMS

Supervisor Young, of Ohio, on Friday ordered the eizure of John Seaman's distillery, at Seamansville,

near Cincinnati. louse in Amesbury, Mass.. owned and occupied by Jacob R. Huntington, were destroyed by fire Friday night. Loss \$15,000.

ight. Loss \$10,000.

The residence of William A. Huested, between denville and Greenwich, Conn., was destroyed by ire on Friday night. The fire was caused by a decetive flue. Loss \$10,000. No insurance.

The body of Miss Sophia A. Howe, who mysteriously disappeared from her home in Springfield, Mass., last Jamary, was found yesterday afternoon in a mill pond. The body has no marks of violence, and it is believed she committed suicide.

SEIZURE OF LACES BY CHARLESTON CUSTOM HOUSE OFFICERS.—During the last week printed circulars were distributed through the city announcing to the community that a company of English lace makers had arrived here for the purpose of opening an establishment for the manufacture and repairing of lace goods of every description, and that Mr. and Mrs. John Kermode were the agents of the association. The Collector of Customs having received information that a large quantity of laces had been sauggled into the port of New York, in the steamship City of Paris, some months since, suspicion was aroused that the above named parties were implicated in this violation of the revenue laws. Prompt measures were immediately taken to "work up the case," and on Wednesday night last two officers of the customs repaired to the residence of the "company," consisting of the two quasi manufacturers. The government officials examined and priced the various styles of goods shown them, and, being satisfied that Mr. and Mrs. Kermode mad neglected to pay the duties, they selized the entire lot, consisting of one trunk and one value of valuable English and Tish lace goods. An application was made for a varrant to arrest the sinugglers, but before it could te made out the guity parties, anticipating the acton of the government, took advantage of the first rilipoad train and were non est inventus, leaving, however, their stock of valuable laces, whice will be declared forfeit by the United States court.—Charleston (S. C.) News, April 19. SEIZURE OF LACES BY CHARLESTON CUSTOM

Sequel to a Silk Robbert in New York.—The Boston Herald, of April 24, says:—About three weeks ago adrayman in the employ of Henry Barby & Co., dry goods merchants, New York city, was employed in moving valuable goods from the Custom House to the stare of the firm. While the drayman was absent the stree of the firm. While the drayman was absent for a noment the team was driven away by a party of thieves and robbed of two cases of silks. Officers were employed and commenced an investigation of the robbery, Circumstances led to the belief that the goods, or part of them, were shipped to this city for disposal, and the case was placed in the hands of detective Littlefield of the State Police investigation here. Yesterday he succeeded in recovering about \$1,500 worth of the silks, and in arresting a man by the name of Samuel Harrington, who had received them and was negotiating for their sale to parties in this city. The officers have additional evidence which, it is thought, will lead to the arress of the principals in the robbery, and the recovery of all the property.

SHIPPING NEWS.

Sun rises 5 07 | Moon rises..morn — — Sun sets....... 6 49 | High water.morn 7 38

PORT OF NEW YORK, APRIL 24, 1869.

Captains and Pursers of Vessels arriving at this port will please deliver all packages intended for the HERALD to our regularly authorized agents who are attached to our Steam Yacht fleet. The New York Associated Press do not now collect marine reports nor attend to the delivery of packages, as will be seen by the following extract from the proceedings of the regular monthly meeting, held March 3, 1868:—

Resolved, That on and after April 1, 1898, the Associated Press will discontinue the collection of ship news in the harbor of New York. Passed unanimously.

23—The office of the Herald steam yachts JAVES and JEANETTE is at Whitehall slip. All communications from owners and consigness to the masters of inward bound vessels will be forwarded free of charge.

Steamship Manhattan, Woodhull, Charleston—H R Morgan & Co. Steamship Volunteer, Jones, Wilmington, NC—J Lorillard. Steamship Fairhanks, Honter, Wilmington, NC—James Hand.

Hand.
Steamship Albemarie. Couch, Norfolk, City Point and
Richmond—N.L. McCready.
Steamship John Gibson, Winters, Georgetown, DC—Phillips Brown.
Steamship Giaucus, Walden, Boston—W. P. Clyde,
Steamship Giaucus, Walden, Boston—W. P. Clyde,
Ship E. Nicholson (Br.), Crosble, London—H. Wiley,
Ship Republik (RO, Fortman, Bremen—Unkhart & Co.
Ship Tawnanian (Br.), Driver, Quebec—H. J. De Wolf & Co.
Ship Fawn, Nelson, St. John, NB—Thos Dunham's Nephew

Bark Emilie & Agnes (Port), Da Cunha, Oporto-Hage-never & Brun. meyer & Brun.

Bark Braato (Nor), Nielsen, Gibraltar for orders—Funch,

Meincke & Co.

Bark Jose Midret, Ginn, Elizabethnort—J E Ward & Co.

Bark Jose Midret, Ginn, Elizabethnort—J E Ward & Co.

Brig Evangelista (fialt, Falumbo, Greenock—G Slocovich,

Brig N Hastings, Smith, Frey Bentos, SA—S L Merchantga

Brig Velocity (Br.), Darrell, Cienfuegos - Darrell & Nash.
Brig Camille (Br., Strout, Cienfuegos - Fowler & Jova.
Brig Hatfield Bros (Br.), Hatfield, Demarara via Wilmingon, NC - Boyd 76 at Hincken.
Brig Sabina (Br.), Ferria, Manzanillo - B F Small & Co.
Brig J Polideo (Br.), Flummer, St Jago - Moss & Ward.
Brig Peri, Cole, Kingston - Brett, Son & Co.
Schr Iracel Snow, Filiabury, Saracoa - B J Wenberg.
Schr Ben Oliver, Oliver, Nassau - B J Wenberg.
Schr Ben Oliver, Oliver, Nassau - B J Wenberg.
Schr Sophie Brown (Br.), McDonald, St Johns, NF-G H
Brewer.

Brewer.
Schr Facorita (Br), Rentz, St Johns, NF.—Crandail, Umphray & Co.
Schr Meivinn (Br), Bascom, Halifax.—Steel & Gamble.
Behr Anthea, Godfrey, Apanachicola.—Snow & Richardson.
Schr Deimar, Lank, Newbern.—J S Dayle. rray & Co. Schr Meivina (Br.), Bascom, Halifax—Steel & Gamble. Schr Anthea, Godfrey, Apaiachicola—Snow & Richardson. Schr Delmar, Lank, Newbern—J S Davis. Schr Mott Beuell, Bedeil, Baltimore—M B Bedeil. Schr M Bowa, Cranford, Philadelphia—N L. McCready &

o.
Schr Parallel, Randall, Salem—Jed Fryc & Co.
Schr T N Tower, Ferry, Reverly, Mass—H W Loud & Co.
Stop Harvest, Cowin, Riston—H W Jackson.
Stop Blackstone, Worden, Bristol—H W Jackson.
Stamer Chester, Jones, Palladelphia—J Hand.

ARRIVALS.

REPORTED BY THE HERALD STEAM VACHTS, earnship Bellona, Pinkham, London March 28 and Bayre, which make and passingers, to Howner, but the March 18 and passingers, to Howner, bond owest, i. lat 41, for 52 % bark Princess of Wales, bound east; passed steamhips Allemannia, Java, and France, bound; 21th, 89 miles cast of Sandy Hook, skip Raduga, bound 5, experienced heavy weather from Ion W. Sandy Hook, Gilderdale, Natianzas April 19, thugar and 4 passengers, to C H Mallory & Co. Had 1918 sead winds up to 1811, since then fine weather and the hydrirly winds; 24th, passed a large steamship, bound 1811. with.

H is M steamship Niche, Pasier, Bermuda, 4 days,
counts 4 dies and has a crew of 146 officers and men.
itsamship Wm P Clyde, Morgan, Wilmington, NC, with
fac and Opsongers, to Jas Hand.
Ames.

Ames. Scientifit, Win P. Clyde, Morgan, Wilmington, NC, with midal and Patengers, to Jan Hand.

Steamship Cheanpeake, Brang, Portland, with midse to J. Farman, and the Control of the Control o

Bark Tantivy (Br), Pinckney, Cardenas, 7 days, with sugar to Wm Ingles.

Brig Stord (Nor), Kamer, Algos Ray, CGH, 50 days, with wood, &c, to order. Crossed the Equator March 28, in lon 31 week. Salled, same day, bark Charlotte, for NYork; March 21, lat 23 8, ion 23 58 W, spoke bark Rocket, from Foothow for NYork.

lasaes, to F I Nevius & Son.
sabel (Br., Murray, Cardenas, 7 days, with molasses,
Son & Co.
Koreway (Br., Hammond, Neguabo, P.R., 13 days, with
Phillips & Collins. April 19, iat 30, ion 73, spoke brig
s (Dutch), from Fernambuco for Boston; left in

Nicholas (Duich), from Pernambuco for Boston; left no vessels.

Brig Helen (Br.), Hood, Puerto Platt, 14 days, with fusite, &c, to Phillips & Collins, Clapril 21, lat 28, lon 72, spoke brig Grace, N from Clenfuegos for Boston.

Brig Vaiencia (of Hoston), Strout, Ponce, PR, 13 days, with sugar, to Miller & Houghton.

Schr Harret (Br.), Gibbs, Falermo, 65 days, with fruit, to Cheberthin, Phépe & Co. Passed Gibraliar March 6.

Chaberthin, Theips & Co. Passed Gibraliar March 6.

Grande do Sul, 86 days, with hides, &c, to master. Had very light weather in the South Atlantic; crossed the equators in lon 36 30; very light N E trades; off Bermuda, 15th inst. experienced a violent gale from WSW and shifting to NW; lost boat, split foresail and damaged fore rigging; off Hatteras, 20th, a severe gale from SW to WNW, with heavy rain, thunder and lightning; since had light SW and westerly winds. March 1, lat 24 09, lon 34 35 W, spoke whaling bark Leonidas, of New Bedford, cruising—358 bbts oil; 37th, lat 24 05 for the control of the contr

ya from Roce W., Oark 1907s Brocersen (of St Inomas), 27 from Rol Janeiro, bound for New York; April 18, 07 muds, whaling bark Eliza (of New Bedford), bound me, 65 months out.
chr John Atwood (of Provincetown), Galleshaw, San, 8, 20 days, with cocoanuts to James Douglas. April 14, Cape Antonio, spoke brig J & H Crowley, bound north; ne time passed brig Amalia (NG) returning; 24th, ha 37 34, 24 40, schr C W May, from Havana for Portland, 7 days.
Left in port schr Speculator, Dan Simmons and Isabel, loading for New York.
chr Porto Piats, Montgomery, Puerto Platt, 12 days, with tic, dc., to Eggers & Helinelein. April 11, lat 19 N, 100 74, ke brig John Bowen, from Boston for Clenfuegos; 24th, off the Highlands, Charles Toole and Henry Kohlt, sean, got in a fight, when Henry Kohlt stabbed Charlest Toole he side and shoulder.

(Br., Hartung, Puerto Platt, 13 days, with to Eggers & Heinelein.

Schr Julia D. Br., Hartung, Puerto Platt, 13 days, with mahogany, &c. to Eggers & Heinelein.
Schr Paul Seavey (of Bangor), Lowell, 8t Croix, 10 days, with sugar, &c. to Luni Bros.
Schr Paul Seavey (of Bangor), Lowell, 8t Croix, 10 days, with sugar, &c. to Luni Bros.
Schr Fastern Star (of New Haven), Foster. Barbados, 15 days, with molasses, to Bishop Bros, of New Haven.
Schr W Ed Duryes (Br., Nicholson, Cornwallis, NS, 12 days, with produce, to Crandall, Umphray & Co.
Schr W Hat Pigeon, Grane, Pensacola, 12 days, with lumber, to 8 F Netcail & Co.
Schr Henry Finch, Loveland, Richmond, Va.
Schr Henry Finch, Loveland, Richmond, Schr Henry Finch, Loveland, Richmond, Schr Honel & Charles, Schr Honel & Charles, Schr Hange, Stephen, Stephen, Schr Fancis French, Lippincott, Virginia.
Schr Francis French, Lippincott, Virginia.
Schr Moonlight, White, Virginia.
Schr Moonlight, White, Virginia.
Schr A Branes, Avery, Virginia.
Schr A Branes, Avery, Virginia.
Schr A G Ireland, Townsend, Baltimore.
Schr J Ladrienier, Colemna, Hostor, Willey, With mdse, to E Crowell.
Schr Lamartine, Guree, Warelann.

Schr Albert Pield, Petit, Maryland for New Haven.
Schr J Girdiand, Townsend, Baltimore.
Schr J Gafrienier, Coleman, Row Bedford, with mdse, to E
Schr J Gafrienier, Coleman, Rew Bedford, with mdse, to E
Schr Saratoga, Weeks, Fall River.
Schr Schr Saratoga, Weeks, Fall River.
Schr Schr Schreiber, Bulkley, Bulkley, Westport.
Schr Schr, Schreiber, Schreiber, Schr Copy, Wheeler, Brookhaven.
Schr Stale, Coleman, Taunton.
Schr Huter, Crane, Providence for Philadelphia.
Schr C C Hallock, Jones, Providence for Philadelphia.
Schr Alae, Schreiber, Providence.
Schr Mary Tice, Tree, Providence.
Schr Mary Tice, Providence.
Schr Mary Tice, Providence.
Schr A Stawart, Gilbert, Providence.
Schr J Van Sant, Wilson, Providence.
Schr A Stawart, Gilbert, Providence.
Schr J Van Sant, Wilson, Providence.
Schr J Wan Sant, Wilson, Providence.
Schr H P Kiy, Stokes, Norwich.
Schr Elizateth B, Hogan, Bvistol.
Schr Win H Bowen, Reynolds, Bristol.
Schr Win H Bowen, Reynolds, Bristol.
Schr H P Kiy, Stokes, Norwich.
Schr Geo F Brown, Hemingway, Norwich.
Schr Geo Firm, Remingway, Norwich.
Schr Geottrude, Smith, Connecticut River.
Schr A Deming, Boardman, Portland, Ct.
Schr Henrietta, Rankin, Portland, Ct.
Schr Henrietta, Rankin, Portland, Ct.
Schr Henrietta, Rankin, Portland, Ct.
Schr Hoper Rissell, Chapman, Portland, Ct.
Schr Hoper Smith, Mason, Portland, Ct.
Schr Hoper Smith, Sannor, Portland, Ct.
Schr Hoper Smith, Mason, Portland, Ct.
Schr Hoper Smith, Mason, Portland, Ct.
Schr Hoper Smith, Sannor, Portland, Ct.
Schr Hoper Smith, Sannor, Portland, Ct.
Schr Hoper

Steamships City of Aniwerp, Liverpool; Virginia, do: Da-cien, Glasgow; Geo Washington, New Orleans: Sherman, for Alabams, Fernandina; Manhattan, Charleston; San Nai-rador, Savannah; Fairosanka, Wimington; Albemarie, Nor-olk, City Point and Richmond; America, Breusen; ship Washington Booth, San Francisco.

ford & Co, of this city, was taken on the mammoth sectional dry dock at Hoboken on Monday hast, for the purpose of being caiked, stripped of her old and furnished with a new suit of yellow metal sheathing. She was lowered on Thurs-day afternoon and followed by the ship Webster, belonging to the same house. This latter vessel is 1717 tons, built in Portamouth in 1853. She will be stripped of her old yellow metal sheathing, furnished with a new suit of copper sheath-ing and thousehly calked. ing and thoroughly calked. ng and thoroughly calked.

The large sectional dry dock near the foot of Rutgers slip

is being repaired. Two of the sections were taken up on the balance of the dock on Thursday alternoon, and meantime the portion of the slip thus made vacant will be dredged.

The schooner My Rover, 417 tons, new measurement, built in Belleville, NJ, in 1854, and belonging to Messrs N L McCready & Co, of this city, was on one of the screw docks near the foot of Market slip on Thursday afternoon, being calked, stripped of her old and furnished with a new suit of metal sheathing.

The steamer Moneka, 528 tons, built in Philadelphia in 1865, and belonging to this port, was lowered from the sectional dry dock at the foot of Clinton street on Priday morn-

ling, after having a new wheel placed on her.
The clipper ship El Dorado, 1147 tons, built in Kennebunk in 1855, and belonging to the Main Street Wharf and Lumber Association of Sau Francisco, was taken on the great balance dry dock near the foot of Pike slip on Friday, for the purpose of being calked, stripped of her old and furnished with a new suit of yellow metal sheathing. A large gang of men were employed doing the work. She was lowered last

The back Carib, 294 tons, built in Port Jefferson in 1868, and belonging to this port, was on the larger of the screw docks near the foot of Market slip yesterday morning, being calked and furnished with a suit of yellow metal sheathing.

She was lowered yesterday afternoon.

The brig A B Patterson, 192 tons, built in Baltimore in 1859, and belonging to H L Bolton, of Turks Island, was on the central one of the screw docks on Friday, having her rudder adjusted and yellow metal sheathing patched. She was lowered yesterday morning.

lowered yesterday morning.

The little propelier Hope, belonging to the Board of Commissioners of Charities and Correction, was on the smaller one of the screw docks on Friday, having her rudder sitered. She was lowered yesterday morning.

The steamer Tillie, 466 tons, built in New Haven in 1863 and belonging to Messrs N L & G Griswold, of this city, was on the sectional dry dock at the foot of Clinton street yesterday, having ner wheel adjusted. She was lowered yesterday

Afternoon.

The miniature ship Red, White & Blue, two and one-third The miniature ship Red, White A Blue, two and ote-third tons measurement, whose fame is world-wide for having borne her gailant Yankee commander, John M Hodson, to-gether with his companions—his mate, Frank E Fitch, and a small dog—across the turbulent Atlantic, in July, 1895, and for being the first ship, flying any flag, to visit Paris, is now in the establishment of her builder, O R Ingersoll, opposite the great balance dock, being painted and newly rigged, pre-

the great balance dock, being rainted and newly riggel, pre-paratory to her public exhibition under the patronage of the New York Yacht Club.

The well known clipper ship Charger, 1169 tons, new mea-surement, built in Portamouth, NH, in 1855, and belonging to Mr Harry Hastings, of Boston, is on the balance dry dock, foot of Pike slip. She has been stripped of her old suit of bronze sheathing, which has been on her ever since April 19, 1867, and will be thoroughly calked and furnished with a new suit of yellow metal sheathing. She is to be reclaused, French Lloyds, and, judging by the nature and manner of her chi-Lioyds, and, judging by the nature and manner of her re-pairs, when she is floated off the dock she will be compara-

tively a new ressel.

There were in port yesterday 84 steamers, 101 ships, 154

barks. 125 brigs and 130 seconders.

The beautiful schooner yach: Rambler, 154 tons, new measurement, Capt Edward Smith, is on the central screw dock, near the foot of Market slip, for the purpose of receiving a

SCHE ANN & SUSAN. Henderson, at Mobile for Boston, was struck by lightning on the morning of the 18th inst, carrying away her maintopmast and slightly splintering her maintainst. She would proceed on her voyage.

SCHE SARAH A HARMOND, for Boston, was spoken, no date, in lat 35 30, lon 75, with maintopmast and foremast head gone, by the sohr St Croix, from Trinidad, at Philadelphia PM 24th.

SCHE ELISHA T SMITH, Harvey, at Pawtucket from Phila-deiphia, reports was in collision night of the 21st inst in Long Island Sound, and lost jibboom and fore and main topmata. SCHE MARY D IEELAND, from Philadelphia for Galveston, ashore on Pelican Spit, will, it is thought, prove a total loss.

SCHE MARY D'RELAND, from Finianephia for Gaveston, ashore on Pelican Spit, will, it is thought, prova a total loss.

Risocellaneous.

STEAMSHIP HOLSATIA, Captain Ehlers, of the Hamburg-American Packet Company's line, which arrived at an early helir on Wednesday morning last, beat the time of both the Pereire and the Russia, the former by upwards of 24 hours and the latter by about 10 hours. It will be recollected that the Holsatia on her last passage from New York to Southampton made the run over in 8 days and 23 hours, the shortest passage on record.

LAUNCHED—At Philadelphia, 21st inst, a fine new schooner, named the Sarah V W Simmons, from the shipyard of Mesers Taylor & Mathis. Her dimensions are 108 feet length, 25 feet linches width and 9 feet 3 inches eight of hold. Her value is \$21,000. She will be commanded by Capt M E Williams.

letter from Captain Allen, of bark Greyhound, of letter from Captain Allen, of bark Greyhound, of letter from Captain Allen, of bark Greyhound, of sport, reports her at Make March 13, with 20) bbis sport bound on a crules and would return to Manh in Septem to bound on a crules and would return to Manh, with 40) bbis reports at do brig Fara, Worth, of Salan, with 40) bbis and the company of New Beafford, reports her at sea December 14, lat 34 S, lon 7 W, with 130 bils sperm oil.

A letter from Capi Crowell of ship, Arnolda, of New Bed-ford, reports her at Taleahuano March 9, with 470 bils sp oil on board, to sail that day on a cruise.

A letter from Capi Caswell, of bark Mary Frazier, of NB, reports her at St Holena Feb 25, oil as last reported. Reports Dec 25, on Crozettes, while the third mate's boat was fast on a whale, it capsized and all in the boat were drowned. Spoke Dec 15, on Crozettes, bark Napoleon, Fuller, NB, 130 sp 50 wh ad told—al well.

ASPINWALL, April II-In port saker Harry Landell, Layton, for Tohaseo and Myork, about 18th; and others, the street of the saker harry bearing to the saker harry bearing to the saker harry bearing th

Wind blowing from the north.

OATHARTE, April 16.—In port ship John Harvey, Lovell,
OATHARTE, April 16.—In port ship John Harvey, Lovell,
for N for the ship of th nia. IVANA, April 17—Sailed, brigs S P Brown, King, Carde Mary E Dana, Nell, Calbarien; schrs Minerva, Collins on; John Johnson, McBride, Matanzas (before reported tamoros). bark S W Holbrook, Polleys, Philadelphia

Work, April 15—Arrived, barks Zerlina (Br., Hewett, Avzas, Albert Edward (Br., Thwaits, Havana; brigs barver, Shute, Beifract; Hazard, Fariand, Boscon; Conzidy, Philadelphia; Caroline, Fariand, Battumore, difeh, brigs G A Coonan (Br., Kylin, Cardenas; L H II, Lunt, Sagua, brig Abbie, Davis, Philadelphia, OE, PM, April 11—In port schr Dragon, McFarland, for

Green, de for do.

SOMGERINO, April 10—In port bark Savannah, Ames, for Philasdeiphia; schr Fanny Keating, Daniels, for do.

ST GRONZ, April 14—No American vessel in port,
THINDAY, April 13—Sailed (not arrived, as misprinted 20d, brigs Jessie Rhynas, Tucker, Philadelphia; 14th. Lizzie Wynan, Gamage, do; 15th, schr Marian Gage, Sheppard, Cleafuegos

American Ports.

BOSTON, April 22. Arrived, sohrs Georgena (Br.), Seaman, ort de Paix; Ciara, Perrin, Mobile; B N Hawkins, Wyst. Cleare 1 Schr Anna C Warner, Rich, Baracon, 4th Arrived, steamer Nereus, Bearse, NY

vester, NYork; S Wilsob, Nowell, Havana; E H Naylor, Charleston.

BALTIMORE, April 23—Arrived, barks St Lawrence (Br), Steed, Demerara; Aquidneck, Cheaebrough, Rio Janeiro. Cleared, bark J Steels (Br), Overton, Rotterdam; briga Julia E Arey, Babbidge, Boston; Haivyon (Br), Dunhan, Liverpool, NS; Frinceton, Wells, Boston; Lizzie Damieis, Bray, Boston; sehra W Taggert, Smith, NYork; Lizzie Batcheider, English, Boston; Kathiem (Br), Wyman, Boston, NS; Loohiel, Haskel, Roston; A W Funch, Lee, NYork; M Wilcox, Oreamer, Troy: D K Grace, Thomas, Hudson; T F Helf, Park, NYork; M Wilcox, December, Troy: D K Grace, Thomas, Hudson; T P LELEAR, NYork; M Charleston.

BATH, April 22-Arrived, schr Ella Fish, Willey, James Charleston.

BATH, April 22—Arrived, schr Ella Fish, Willey, James River, Va.

River, Va.

Salied—Brig Chaa Miller, Miller, Philadelphia.

BRISTOL, April 25—Arrived, schra Esquinaux, Briggs, and F F Randolph, Stechman, Hoboken.

Brown, Gardner, Stork, Gook, Elizabethport; sloop Fred Brown, Gardner, Syork.

CHABLESTON, April 21—Arrived, schr Minerca, Colling, Havana. In the offing, schr Nellie Carr, from Mayagues, PR. Cleared—Brig Fiorenda (Sp.) Montes, Santander; schra Marg Ella. Thomas, Providence.

Salied—Brig Nath Stevens, Saunders, Georgetown, SC; schra L M Collins, Collins, ep. Moonlight, Briggs, Nyork.

24th—Arrived, steamship Saragossa, Ryder, Nyork, Salied—Steamship Champion, Lockwood, Nyork; ship Pacille, Laverpoot) brigs Freedina, a port in Great Britain; Monutek, Harcelona; Plorencia, Santander; schra Mary Ella, Previdence, A E Glover, Boston.

DIGHTON, April 22—Salied, schr Tille E, Anderson, New Ellas WORTH, April 18—Cleared, schr Fair Wind, Sprith, York, Fentfierss Monrole, Auril 24—Arrived, barks Princess.

NYORK,
FORTRESS MONROE, April 24—Arrived, barks Princess
FORTRESS MONROE, April 24—Arrived, barks Princess
Alice, Rio Janetro for orders; Carrington, Pernambuco for
do. Passed in for Baltimore, ship Hope, Hancock, from Valparalice, bark Almena, Hacmon, from do; sohr Arctle, from
Parto Rich.

do. Passed in for Hallimore, ship Hope, Hancock, from Valvarisie, bark Almeda, Harmon, from do; seln Arctic, from Portio Rico.

Holmes Holle, April 22, PM.—Arrived, schrs Delmont, Gale, Sagus for Portland: Neite Belle, Pilcher, Wilmington, St., for Baston, Presto, Shute, South Amboy for do; Pacific, Yasa, Fort Johnson for do; Lacon, Thomas, Hohoken for halp, Parket Market, Promassion; New Zealand, Gook, Raypanannock for Bah; Ambassador, Pandieton, Amanda, Lamson, and Anna Eltzabeth, Percent, Eizsabeth-port for Saiom; Volant, McFarlan, do for Portland; Fortia, Ametealf, South Amboy our Rockland; Henj Torcker, Harding, Providence for Previncebown; Julia Clinch, (Br), Macealf, South Amboy our Rockland; Henj Torcker, Harding, Providence for St. Andrews; Sarah Glass, Glass, do for St. George, NS; H L Slaght, Willets, Salem for Philadelphia; Emms & Ursham, Smith, Boston for do; James Heary, Oliver, NYork for Lyun.

Saided—Schra Ann Dale, Light Reat, E H Slevood, G W Rowiey, Wm Bement, E is Wineston, Oaroline C, Jease Willen, Salem, College, Martin, Eliza & Emery, Jacobs, Carland, Carla, E A Stevens, Idabella, Mary Louise, Annie Myrick, William Wood.

April 26, AM.—Arrived, schra Tantamount, Montgomery, Philadelphia for Boston, Annie V Bergen, Thompson, do for Salem; Ulara Davidson, Jeffers, do for Lynn; Chas E Heller, Mitchell, Charleston, SC, for Portsmouth; Sarah Ann, Collamore, Elizabethport for Honton; John B Norris, Clagor, R. Box Oltzans, April 18.—Arrived, etomers Riga (Br).

sells before reported.

REW ORLEANS, April 18—Arrived, stoamers Riga (Br)
Hunter, Newcastle, E; De Soto, Eaton, Nyork via Hayan;
Dudley Buck, from Tampa Hay (with loss of propeller), in
tw.

new suit of copper sheathing. She has already been extensively altered and repaired, being newly hipped, &c. A fine
opportunity will be afforded those interested in yachting
matters to view her splendid proportions, as she will remain
on the dry dock for three days.

The bark Thomas. 225 tons new measurement, built in
Mayaguer, Fig.

National Control of the Control of t

PAWTÜCKET, April 22—Arrived, schr Elisha T Smith, Harvey, Philadelphia, Salied —Schrs Hazleton, Presbrey, Philadelphia, Alvarado, Herrick, Novrk.
RiCHMOND, April 22—Cleared, brigs Christian IX (Dan), RiO Janeiro; Heraid (Br), De Grouchy, Bahia, SAVANNAH, April 20—Cleared, steamship eleraburg (Br), Hansen, Liverpool or Croastait; bark Satilla River, Pettingur the Canary Islands.
Seth—Arrived, steamship virgo, Bulkley, NYork.
Cleared—Steamships Huntsville, Growell, and San Jacinto, Akina, NYork; abip Hansah Norris, Liverpool.
SALEM, April 22—Salled, schr R & S Corson, Corson, Philadelphia.

York.
TAUNTON, April 22—Sailed, schra Roanoke, Hathaway;
Jas Neilson, Macomber; Sylvester Haie, Coleman; Mary J
dad, Thrasher, and Nianic, Greene, Myork; sloop Glojummings, do.
WILMINGFON, April 22—Cleared, schr Ada Ames, Ad--Arrived, steamship Rebecca Clyde, Chichester, New

MISCELLANEOUS.

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